

SMITH SAYS POLITICS HOLDS UP PORT PLAN

Tells Miller in Haverstraw
Speech to Make Good His
Home Rule Talk.

CITES JERSEY TREATY

Greene's Resignation Laid
to Hungry Bosses' Greed
for Patronage.

ROADS SAID TO SUFFER

Highway Department Plans
Changed, He Charges, to
Benefit Manufacturers.

Special Dispatch to THE NEW YORK HERALD.

Haverstraw, Oct. 14.—A large and enthusiastic crowd welcomed former Gov. Smith here to-night to hear his third speech of the up-State campaign. He motored to Haverstraw from New York, accompanied by James A. Farley, Democratic chairman for Rockland county.

Two new issues were brought into the campaign when Mr. Smith declared his position with regard to the Port Authority and then continued to talk on the resignation of the State Highway Commissioner and the methods used in running this department. The latter subject Mr. Smith characterized as "something which I am giving to Gov. Miller to chew on at the beginning of the new week in the campaign."

Thomas Gagan, formerly District Attorney of Rockland county, presided, and Dr. Royal S. Copeland, nominee for the United States Senate, and Miss Cordelia Bedell, Democratic woman leader of the county, were other speakers.

Smith Calls for Answer.

Mr. Smith opened his address by remarking that Gov. Miller's failure to answer the former's address in Yonkers must be the cause of some dissatisfaction. "His only answer is to talk about

baseballs and baseball bats," Mr. Smith said, "and probably that is the safest course for him to pursue. At Syracuse the Governor again engaged in his political pastime of throwing around figures, and he has now jumped from his boasted saving of \$20,000,000 of a few days ago to something like \$54,000,000 if he keeps jumping it in three weeks to come every taxpayer in the State can be expecting a check from the Comptroller."

With regard to the position of Gov. Miller and himself on the question of Port Authority, Mr. Smith said: "At Syracuse last night Gov. Miller spoke about the Port Authority. If he ever read the treaty between this State and the State of New Jersey he would appreciate how impossible it is for the Port Authority to function without the consent of the City of New York. It is idle argument to speak about the other municipalities within the port district that are in no way affected by the physical plan.

The cold fact is that the plan itself on the easterly side of the port lies entirely within the city of Greater New York. The treaty contains a provision that no property belonging to a municipality can be taken in pursuance of the treaty without the consent of the municipality. Therein lies the stumbling block.

"It is one of those instances in which Gov. Miller, in an attempt to solve a big problem, is giving the people a quarrel. He cannot say that this was not called to his attention.

"What possible reason can be given why the local administration should not be represented on the Port Authority? I recognized that principle as Governor and when, in the course of ordinary events, I was called upon to make appointments to the bi-State Commission I selected New York's Dock Commissioner.

Sees Success in Harmony.

"Harmony between the city and State is essential if this plan is to be ultimately successful. The great trouble lies in the fact that Gov. Miller is giving to this great problem that last word direction that would come from a court. In other words, he takes the attitude that it will be done my way or it will not be done at all."

"The Governor doesn't feel any too kindly toward New York city anyway. The plan is now adopted and has received the approval of the national Congress as well as the two States affected and what is left for the Authority to do is to bring it into operation. There is little likelihood of this happening under Gov. Miller because he strongly prefers quarrel and controversy to accomplishment.

"I have not changed my position. I worked hard for the passage of the plan; I believe in it; I am satisfied that it is the best that engineering talent and ability can produce, but I am anxious for results. I have made it a practice in all my public career that if I should make a mistake I am ready and willing to admit it when it is called to my attention. The Gov. Miller seems to be unwilling to do."

"Let him put aside his judicial dignity and take a clear, commonsense view of the situation. He may have to swallow some of his pride but he should be willing to do that if he can help the

city of New York, in fact the State of New York and the nation itself. He has boasted a good deal about home rule for cities, but it is largely academic talk.

"The interstate vehicular tunnel had no trouble getting under way during my administration. Ground has been broken for it, the shafts have been sunk and the actual work of construction is now proceeding. I stood upon no idle ceremony for the form of the legislation necessary to start it, although it is true that the Republican Legislature went out of its way to take control of the commission and in reality performed a function that it was never the intention of the people that they should perform under our constitution. I started no quarrel with them principally because I was anxious to further the great public improvement.

Asks for Change in Stand.

"If Gov. Miller could see his way clear to get himself into that frame of mind, we will get the port plan and the Port of New York will derive the benefits. Until he does, there will be no action."

On the matter of the Highway Department and the alleged politics therein and the resignation of the Highway Commissioner, Mr. Smith declared that it was the "political expediency and the hunger of the local bosses for patronage" that forced the Governor to call for

the Commissioner's resignation. Mr. Smith told of his appointment of Commissioner Frederick S. Greene, and said he did so to have good roads built and to lift the department above politics. Mr. Smith said that Gov. Miller has put politics back into the Highway Department, and attacked what he called the "more miles more votes" policy of previous department heads. He quoted figures to support his statements of the work done by Commissioner Greene, adding:

"Under Gov. Miller politics and patronage won, efficiency and businesslike administration lost. Soon after the first of the year Gov. Miller sent for Commissioner Greene and asked for his resignation, notwithstanding that he had three or four years of his term yet to serve. Commissioner Greene did not feel that he could render his best service to the people of the State unless he had the active cooperation of the Governor. Lacking that, he felt that the Governor should get a free hand in the management of this department."

"The whole State stood aghast when they read that Gov. Miller took the Excluse Commissioner and transferred him to the head of the Highway Department. There never was a day in the history of the State when as much apology was offered for an appointment as the Republican Senators offered to the State on the day that they confirmed his appointment."

"The only qualifications the Republican leader could point to was that he was a 'harmonizer,' whatever that means. Under him all appointments were made upon the O. K. of the political bosses. Service in the army of the country did not count. The Highway Department slipped back into the mire of political interference and once more the blanks were sent around to the county chairmen so that they might make the highway appointments."

Mr. Smith concluded by charging that Gov. Miller had permitted the scrapping of plans for millions of durable roads which awaited the beginning of work. The changed plans, he said, will benefit large manufacturers of road building material who have shown a friendship for the collectors of the Republican campaign fund. He asserted that the Governor was boasting of having given good roads when the majority built under his administration are what are known in other States as merely temporary highways. The Governor's only achievement in that line, he said, was to turn the great department entirely over to the Republican political machine.

MILLER ACHIEVEMENTS TOLD TO HOME MAKERS

Miss Boswell Says Smith Has
'Wobbly' Platform.

Women have learned the difference between the man who is always promising things and the man who considers deeds more effective than words, and for that reason the women of the State are turning to Gov. Miller, said Miss Helen Varick Boswell, vice-president of the New York county Republican Committee, yesterday.

Miss Boswell asserted that Alfred E. Smith is running on a "wobbly" platform, particularly on transit and State departmental reorganization, as he accomplished nothing in either field during his incumbency in Albany, while Gov. Miller has made governmental economy effective and has placed the transit problem in a fair way for solution. Miss Boswell added:

"Few mothers who watch the children carefully and attend to their amusements will be deceived by Mr. Smith's plank calling for the repeal of the motion picture censorship. They know

that pictures are better and cleaner today for their children than they were before censorship came.

"Gov. Miller's record of reducing taxes so as to make it possible to realize the cost of government, is another instance of actions speaking louder than words. He has built more roads so that the country women may send their children to school at less expense. He has provided children's courts and has protected dependent children in the counties through local welfare boards. He has provided for deaf, dumb and crippled children. He has provided a work cure for restoring to health and to their families the mentally sick, and is remedying the overcrowded conditions in the State hospitals.

"Gov. Miller has developed the water power of the State about which the Democrats have talked for twenty-five years without lifting a finger to accomplish it.

"People interested in the economic situation in this State realize that Tammany Hall as such, is little interested in industrial conditions and the question of whether New York has to compete with other States in which the hours of labor are longer and in which commodities are being manufactured more cheaply, concerns them not at all."

NATIONAL REALTY MEN ARE GUESTS AT DINNER

Edwards of Local Board Acts
as Toastmaster.

The Real Estate Board of New York gave a dinner last night at the Commodore Hotel to the officers and directors of the National Association of Real Estate Boards, which has been in executive session here for the last two days. Charles G. Edwards, president of the Real Estate Board of New York, was toastmaster. Joseph P. Day, a guest of the board; Burks L. Hammer and Nathaniel J. Upham, president of the National Association, were the only speakers. The remarks were all informal, and the evening was given over for the most part to professional entertainers.

CUBA RECEIVING U. S. CLAIMS.

WASHINGTON, Oct. 14.—Claims of American firms and individuals against the Cuban Government may be presented for examination and payment under a new Cuban law, the Commerce Department announced to-day. There are claims estimated at about \$50,000,000.

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